

Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026

Submission No: 1909

Submission By: Bicycle NSW

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Mr Jim McDonald
Chair, State Development, Infrastructure and Works Committee
Queensland Parliament
Cnr of George and Alice Streets
Brisbane QLD 4000

10th April 2026

Email: SDIWC@parliament.qld.gov.au

Dear Mr McDonald,

Re: Transport and Other Legislation (Managing E-mobility Use and Protecting Our Communities) Amendment Bill 2026

Thank you for the opportunity to provide feedback on Queensland's draft legislation for e-mobility.

Bicycle NSW has been the peak bicycle advocacy group in NSW for fifty years, and has more than 35 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', and we support improvements to facilities for pedestrians and cyclists. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.

We would like to make **4 key points** for consideration by the Parliamentary Committee:

1. Bicycle NSW aligns with the formal submission made by our advocacy colleagues at Bicycle Queensland.
2. Sensible, evidence-based policy is being introduced in New South Wales to reduce issues caused by illegal, high-powered devices
3. Bicycle NSW has always been clear that the registration and licensing of compliant EN-15194 e-bikes is NOT the answer
4. Penalising people who ride safe, legal e-bikes will not address Queensland's transport challenges

1. Bicycle NSW aligns with the formal submission made by our advocacy colleagues at Bicycle Queensland.

While supportive of many elements of the draft legislation, Bicycle Queensland seeks urgent changes to the Bill including:

- A clear and workable e-bike definition that covers the 200,000+ safe, legal e-bikes Queenslanders own now
- Dropping all licensing, speed limits and age bans for legal e-bikes. These proposals are unreasonable, they are not backed by evidence, and unnecessary if we get rid of illegal devices
- Investment in the active transport infrastructure Queensland needs. Not one additional dollar has been committed to this, despite the Parliamentary Inquiry's clear recommendation.

2. **Sensible, evidence-based policy is being introduced in New South Wales to reduce issues caused by illegal, high-powered devices**

The NSW Government has listened carefully to experts, bicycle riders and the bicycle industry over the last two years. It has proposed [regulations that strike the right balance](#) between safety and the continued uptake of e-mobility.

This includes the reinstatement of the European safety and quality standard, EN-15194, to ensure e-bikes perform like bicycles and can be safely used on bicycle infrastructure. The main change for NSW bike riders is the reduction of the maximum legal power output of e-bikes to 250 watts, bringing the state's e-bike requirements back into line with all other Australian jurisdictions.

There will be a three-year exemption period to enforce EN-15194 for existing e-bikes that were compliant with NSW rules when purchased. Modified e-bikes and e-trikes for riders with disabilities or special needs are likely to be given an exemption. Strong point of sale, school and community education will be implemented. This includes the provision of key legal information by retailers.

NSW has a clear focus on removing high-powered, illegal motorbikes from the state's roads and footpaths and ensuring that people use EN-15194 e-bikes instead to minimise risk in our community.

A minimum age for riders of legal e-bikes is under consideration. However, the NSW Government is taking the time to consult with experts in child development and road safety, including the NSW Office for Youth and Young People, and will listen directly to parents and young people before making a final decision on the appropriate age threshold.

Bicycle NSW will strongly advocate for any minimum age to be as low as possible. Compliant EN-15194 e-bikes are safe for teenagers. E-bikes provide incredible independence for travel to school, sport and first jobs and should be accessible to all high school students.

3. **Bicycle NSW has always been clear that the registration and licensing of compliant EN-15194 e-bikes is NOT the answer**

EN-15194 e-bikes do not pose additional risks to riders or other road users. None of the serious injuries or deaths attributed to 'e-bikes' over the last year involved legal, compliant e-bikes. This has been confirmed to Bicycle NSW by expert witnesses and crash examiners for the NSW Police but we encourage you to request data from NSW Police and indeed police in other states.

Calls for registration and licensing are triggered by high-powered, often modified, bikes. But these devices should not be used on roads, footpaths and bike paths in the first place.

Requiring a licence for EN-15194 e-bikes would create significant barriers for people who rely on cycling for everyday transport. It would disadvantage young people, international students, people who ride infrequently, visitors to Australia, and people who can't obtain a licence due to disability or medical conditions. 26% of adults in NSW do not hold a driver licence or learner permit.

Safe, legal and compliant e-bikes provide vital health and wellbeing benefits for older and less able Australians. E-bikes connect younger people to education, family, friends and their first jobs. Of course, e-bikes play a critical role in reducing the cost of living and increasing physical activity. Licensing for safe, legal e-bike users will negatively impact mode shift. And it would risk undermining best-practice active transport - at a time when we should be making it easier, not harder, to ride.

Safe, legal and low powered EN-15194 e-bikes perform like bicycles and therefore simply shouldn't require registration and licencing. High-powered devices do need registration but equally they need to meet other vehicle standards and specifications because they are travelling at higher speeds.

Additionally, we know that the administration of registration and licensing would be extremely expensive to government, as set out in [an internal RTA review in 2011](#). This review confirmed the NSW Government's position that safe and legal cycling should remain free of government fees and charges. It would add significant administrative and enforcement workload for NSW Police while doing nothing to regulate unsafe devices at their source - the point of import and sale.

4. Penalising people who ride safe, legal e-bikes will not address Queensland's transport challenges

Problems with e-mobility are largely not the fault of individual riders. Most concerns around the use of e-bikes and e-scooters stem from systemic failures. Governments have not provided adequate regulation or infrastructure for the safe and comfortable use of e-bikes and other healthy, sustainable and efficient modes. Education is sorely lacking. Policy and actions are not aligned to leverage the amazing opportunity offered by e-mobility.

The e-bike boom must not be put back in the box. The bicycle community will suffer if governments continue to lurch from under regulation to hyper regulation. The aim must be to expand the industry and enable more riders, of all ages, abilities and socio-economic backgrounds, to use safe, legal e-bikes and other forms of micromobility on the road to Net Zero.

Bicycle NSW strongly urges the Queensland Government to consult with its counterparts in New South Wales and other states before making any further proposals to improve e-mobility legislation. The missteps to date in Queensland, compounded by this ill-advised Bill, must sow the seeds for a much more collaborative approach to achieving what we desperately need - harmonised e-bike regulation across Australia.

Please do not hesitate to contact Bicycle NSW if we can assist with the Committee's work.

Yours sincerely,



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